

Amendments to the Claims

The following listing of claims is intended to replace all prior versions of claims in the application and includes all claims now active in the application, along with the status of each. In this listing, insertions are underlined, as follows: inserted text. Deletions are struck through in bold type, as follows: ~~deleted text~~.

1-18. (Canceled)

19. (Currently Amended) A system to attenuate jet engine noise comprising:
a fluid duct for increasing air velocity adjacent to an inlet fan duct outer wall, ~~to a greater rate than typical velocity of an operational engine ambient inlet airflow adjacent to said inlet fan duct outer wall;~~

wherein said fluid duct has a first end with a slot therein opening to said inlet fan duct outer wall, a body, and a second end with a slot therein opening to aft of a fan rotor, the slot in the first end being disposed upstream of the fan rotor.

20. (Original) The system as in claim 19, wherein said fluid duct is structured of sufficient dimension for allowing a mass flow rate of air within a range of one percent to two percent of said ambient inlet air.

21. (Original) The system as in claim 19, wherein said first end having a slot therein further comprises one of a contiguous slot therein and a segmented slot therein.

22. (Original) The system as in claim 19, wherein said first end having a slot therein disposed circumferentially along said inlet fan duct outer wall.

23. (Original) The system as in claim 19, wherein said second end is smaller in width than said body, said second end structured to provide a steep expansion in width connecting to said body.

24. (Original) The system as in claim 19, wherein said fluid duct is structured to provide a plenum.

25. (Original) The system as in claim 19, wherein at least one of said first end having a slot therein, said second end having a slot therein and said body is structured in an annular form.

26. (Original) The system as in claim 19, wherein said fluid duct is substantially disposed within a nacelle.

27. (Canceled)

28. (Currently Amended) A system to attenuate jet engine noise comprising:
a nacelle surrounding a fan rotor and a fan discharge outlet guide vane; said nacelle having an inlet fan duct outer wall;
an acoustic liner attached to said nacelle;
a turbine shaft for generating motive forces on said fan rotor; and
a fluid duct for increasing air velocity adjacent to said inlet fan duct outer wall, ~~to a greater rate than typical velocity of an operational engine ambient inlet airflow adjacent to said inlet fan duct outer wall;~~
wherein said fluid duct has a first end with a slot therein opening to said inlet fan duct outer wall, a body, and a second end with a slot therein opening to aft of said fan rotor, the slot in the first end being disposed upstream of the fan rotor.

29. (Original) The system as in claim 28, wherein said fluid duct is structured of sufficient dimension for allowing a mass flow rate of air within a range of one percent to two percent of said ambient inlet air.

30. (Original) The system as in claim 28, wherein said first end having a slot therein further comprises one of a contiguous slot therein and a segmented slot therein.
31. (Original) The system as in claim 28, wherein said first end having a slot therein disposed circumferentially along said inlet fan duct outer wall.
32. (Original) The system as in claim 28, wherein said second end is smaller in width than said body, said second end structured to provide a steep expansion in width connecting to said body.
33. (Original) The system as in claim 28, wherein said fluid duct is structured to provide a plenum.
34. (Original) The system as in claim 28, wherein at least one of said first end having a slot therein, said second end having a slot therein and said body is structured in an annular form.
35. (Original) The system as in claim 28, wherein said fluid duct is substantially disposed within said nacelle.
36. (Canceled)